UNDP

UNITED NATIONS DEVELOPMENT PROGRAMME

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ENGLISH

APPROVAL OF UNCDF ASSISTANCE TO A PROJECT OF THE GOVERNMENT OF MOXAMBIQUE

IPF: (4TH Cycle) $66 090 000
IPF: (5th Cycle) $92 969 000
(MOZ/89/C02) - Road Rehabilitation in the Province of Nampula

Date of approval by the AC:[1/]	23 October 1991
Expected duration:	Four years
Proposed co-operating agency:	UNDP
Government implementing agency:	National Directorate of Roads and Bridges (Ministry of Construction and Water)
Proposed UNCDF contribution:	$5 452 000
Source of funds:	General Resources

Project background

Mozambique is an emergency situation and the fourth Emergency Appeal by the Government with United Nations assistance is being implemented as the Emergency Programme (EP). To address the structural and sectoral economic problems in Mozambique, the Government has adopted an Economic and Social Rehabilitation Programme (ESRP). The ESRP has a number of policies to revitalize rural commerce, improve food security, and rehabilitate the transport sector. The Government's strategy is focused on the recovery of the agricultural sector, in particular, the family sector where the incidence of poverty is especially severe and the potential for growth greatest. A key element of the strategy is the revitalization of the trade linkages in the country for marketing and transport of crops and distribution of production inputs and consumer goods.

Government policy and donor assistance are being focused on priority sectors and geographical areas; the proposed UNCDF project is thus targeted on transport infrastructure and is located in four priority districts in the province of Nampula. The area is an important agricultural and fisheries zone, but is isolated from regional and international markets due to the rough conditions of roads and bridges. Some of the districts in the project area are completely cut off from marketing activities because of the existing situation. Improved roads and their maintenance should therefore lead to greater production and marketing. The proposed project seeks to replicate the execution of two successful labor intensive feeder road rehabilitation projects (MOZ/85/007) and (MOZ/89/009), financed by UNDP and executed by ILO-DNEP. It will also seek to complement another UNCDF project (MOZ/89/C01) Integrated Rural Development in Angoche, adopting an area development approach.

[1/] This Fact Sheet reflects the status of the project/revision at the time it was approved by the Action Committee; modifications to the project/revision may have occurred subsequently.

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Description of project

The project will contribute to the removal of one of the principal constraints to agricultural and rural rehabilitation in Mozambique by assisting in the implementation of a nationwide Feeder Road Programme. The immediate objectives of the project are to: (i) reconstruct primary roads in the east of Nampula Province to promote socio-economic development; (ii) re-establish the capacity for road construction and maintenance within the province using both equipment and labor intensive methods; and (iii) provide employment and training.

Project activities will include: (a) reconstructing 291 km of road to gravel standard and 60 km of road to compacted earth standard; (b) constructing and laying approximately 600 new culverts; (c) undertaking repairs to existing bridges and box culverts totalling approximately 190m of decking; (d) creating a planned routine maintenance system in operation on all the project roads upon completion of the reconstruction, based on labor-intensive, district-based units; (e) enhancing through on-the-job training of counterparts and operatives, the capacity of the Enterprise for Construction and maintenance of Roads and Bridges, ECMEP and the National Directorate of Roads and Bridges, DNEP to construct and maintain rural roads; and (f) improving equipment maintenance and repair capabilities at Nampula and Angoche.

Community participation in maintenance activities will be initiated as soon as roads are rehabilitated by the project. During rehabilitation works, the equipment brigade will train and establish a District Maintenance Brigade. This brigade will be equipped with light machinery to undertake major repair works (broken bridges, realignments etc.). For day-to-day maintenance, the project will put in place a "lengthman" maintenance system based on labour-intensive methods. Local maintenance funds will be provided by the Government under a tariff system proposed by ROC's and local sale of food aid.

Inputs

The Government of Mozambique will finance the project to the extent of (US) $2,189,000 to cover local costs including suitable counterpart staff, supervisors, labor, operators, drivers, materials, fuels and oils, and provision of permanent military escorts.

UNCDF will procure new equipment through international competitive bidding process executed by DNEP, supply funds for spare parts, preliminary studies, materials, construction costs for housing, offices, stores and garages, the cost of a senior mechanic,. formulation and regular UNCDF monitoring and evaluation costs, contingencies and programme support costs.

UNDP will provide the technical assistance team and resources through the umbrella project (MOZ/91/007) Management Assistance to FRP (Phase I). The UNDP contribution relating specifically to the UNCDF project amounts to (US) $810,000, to finance the costs of a project manager, two road engineers, two mechanical foremen, a bridge engineer,m a UNV surveyor and a UNV accountant. WFP will supply food to the local project personnel as part of the above-mentioned UNDP/ILO project (MOZ/91/007). Other donors, especially SIDA, DANIDA, Swiss Co-operation and CIDA will contribute indirectly to the project through their support to upgrade the Provincial and National capacity of DNEP and ECMEP to execute road construction and maintenance programmes.

Financial data

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Missions(formulation, studies, monitoring and evaluation)	200 000
Senior Mechanical expert and internal travel	226 000
Spare parts	1 206 000
Construction and transportation equipment	3 300 000
Contingencies	370 000
Programme Support Costs	150 000
Total	5 452 000

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